

## CUT GLASS.

The Best in the World.

A new shipment of cut glass made by the holders of the grand prizes at all the chief exhibitions of the world. These goods are most beautiful, and along with any of the new sterling silver goods make an assortment that cannot be improved on to select presents from.

**Challoner & Mitchell**

Phone 675. 47 GOVERNMENT STREET

Extraordinary activity in the Mantle, Cloak and Tailor-made Suit Department this week.

To-day brings another delivery of the prettiest of the season.

## Tailor-made Suits

Our two leaders are a special \$15 Suit, and our \$20 Suit is elegance itself.

Another word. These costumes will last but a short time. Ladies in quest of a High Class Suit should avail themselves of the opportunity. Are now on exhibition.

**THE HUTCHESON CO. LIMITED.** THE WESTSIDE, 9 GOVERNMENT STREET.

## FARM FOR SALE--CHEAP--

**500 ACRES** in plots to suit. 100 acres under cultivation. Easy terms. Apply to A. GLENDENNING, on the premises, or B.C. LAND & INVESTMENT AGENCY, LIMITED.

## FOR SALE--CHEAP.

Lot and cottage, Niagara street, only \$1,000.  
House and lot, Superior street, for \$750.  
Lot and cottage, Oak Bay avenue, cheap, \$450.  
Lot and cottage, Johnson street, bargain, \$400.  
Large well finished cottage and stable on Harrison street, cost \$2,100, for \$1,000.  
Nice cottage on Chestnut street, very easy terms, only \$1,700.  
Good 2 roomed cottage, Fernwood road, a bargain, \$800.  
To let, furnished cottage, 5 rooms.  
To let, 6 roomed house, good location, \$10. If you require any Fire Insurance, Coal or Wood give me a call.  
**P. G. MACGREGOR, Agent,**  
NOTARY PUBLIC, CONVEYANCER, ETC.  
92 GOVERNMENT STREET.

## NEW SEASON'S

## TEAS

CONGOUS, HYSONS, GUNPOWDERS

IN HALF CHESTS AND CADDIES.

**Hudson's Bay Company**

DIRECT IMPORTERS.

## CITIZENS' BALL.

Tickets for the Citizens' Ball to the Navy can be obtained, on application, from the Mayor, Members of the General Committee, Messrs. Hildren & Co., Messrs. Challoner & Mitchell, the Victoria Book & Stationery Co., or from E. A. Harris, Secretary, 41 Government street. The sale of tickets closes at noon, October 10th.

**WILLIAM F. BEST**  
ANALYTICAL CHEMIST  
(Heldberg and Leipzig). Late Analyst for the Province of New Brunswick. Office, 28 Broad street, opposite Dillard Hotel, Victoria.

WANTED—Old copper, brass, iron, lead, scrap iron, rope, canvas and sacks; highest prices given. Apply Victoria Junk Agency, 30 Store street. B. Aaronsou, Agent.

COAL AND WOOD—Baker & Colston, wharf and office, Belleville street, James Bay; telephone 407; city office, Swinerton & Oddy's, telephone 401.

LUMP COAL, NUT COAL, SACK COAL, SLACK COAL. Telephone 694. Mann, Holland & Co., Trowace and Broad street.

WANTED—YOUR AMMUNITION at John Barnsley & Co.'s, 115 Government street. Largest stock in the Province.

COAL \$5.50 PER TON—New Wellington Collieries, Kingham & Co., agents; office, 44 Fort street; telephone call 647.

## Telephones! Telephones! Telephones!

The Victoria & Esquimalt Telephone Co., Ltd., is now installing telephones free of construction charges. For locality and terms apply to R. B. M'KICKING, Manager, Five Sisters Block, Victoria, B.C.

## THE PATERSON SHOE CO., LD.

(Late Victoria Shoe Co.)

Our shelves are now filled with

The Newest Things in Fashionable

## Fall Footwear

WE HAVE JUST OPENED

**30 CASES** Geo. E. Keith's Celebrated Fine American Shoes for Men and Boys

Which we have marked at POPULAR PRICES as usual.

WE GIVE TRADING STAMPS.

**THE PATERSON SHOE CO., LD.**

55 JOHNSON STREET, VICTORIA, B.C.

## Britain's Preparations

There Will Soon Be Twenty-Five Thousand Troops in South Africa.

And a Fleet of Transports is to Carry Out an Army Corps

Boer Strength Cannot Be Estimated—Figures Range From 20,000 to 125,000.

(Associated Press.) London, Oct. 7.—The scope of Great Britain's military preparations can scarcely be grasped by the mere reading of individual items which appear from day to day. A fair notion of their imminence can be gained from the semi-official statement that for the transport of the army corps about 70 ships, from 2,000 to 4,000 tons burden, are required, not including a score or more of transports already on the way to the Cape. If these vessels effectively disembark their cargoes of men, horses and equipment within five weeks from their date of sailing, the programme will have fulfilled the forecasts of the most optimistic British military experts.

If all the troops are able to take their places as component parts as The Army Corps, they will have done, according to the best available opinion, remarkably well. The disembarking of General Buller's army from its thirty-seven transports is not forgotten by British officers.

The Admiralty, in accordance with the

NEW ADVERTISEMENTS.

BOARD AND ROOMS WANTED.—By two young men; home comforts. J. H. this office.

FOR SALE—Cheap, 10 new automatic Owl Nicks in the Shot Machine, also 10 Admirals and 10 Ducks. Write for special prices. Owl Novelty Co., Syracuse, N. Y.

NOTICE—Persons in want of a hall for parties or dances should see Harmony Hall, View street, the best dance hall in this city. For particulars and terms, 45 View street.

WANTED—General servant, for small family. Apply Mrs. Munro, 55 South Turner street.

4 ACRES GOOD LAND, small cottage and stable, \$75; 1 acre excellent land, Oak Bay, \$400; 2 good cottages, car line, \$1,000—also 2—frame cottages, \$500. Money to loan on mortgage. A. Williams, Estate Agent and Notary Public, 104 Yates street.

DON'T FORGET Practice Dance to-night at Harmony Hall, View street. Gent's 25c; ladies, free.

FINELY FURNISHED ROOMS at the International, 40 Johnson street. Newly opened.

## HASTIE'S FAIR

FOR

Tin and Enamelware.

77 GOVERNMENT STREET.

## LONDON HOSPITAL CURES

COUGH CURE. 50 CENTS PER BOTTLE.

**JOHN COCHRANE, Chemist,**

N.W. Corner Yates and Douglas Streets

Let Us Fill Your Prescription.

Licensed Vintners' Association.

The members of the above Association are requested to meet at Pioneer Hall on Sunday at 2 p. m. to attend the funeral of our late member, M. Poyers.

J. WIGLESWORTH, President.

A. W. VON RHIN, Secretary.

This week occurred the last of the numerous executions which have made Newgate prison, London, historical. Hereafter all hangings will take place at Wandsworth jail, London, and Newgate will be replaced by the new criminal court building.

## Brutality of The Boers

Burgers Ill-treat Men, Women and Children While Travelling Through the Transvaal.

The Stories Are Causing Much Uneasiness in British South Africa.

Reserves Ordered to Join Their Regiments Before Oct. 17-- Latest From the Front.

(Associated Press.) London, Oct. 7.—A proclamation summoning parliament to meet on October 17th and authorizing the calling out of reserves was signed this morning. The Gazette announces that a summons will be issued to-day for the number of reserves to bring every battalion ordered to South Africa to its full strength of 1,000 men, and the men must present themselves before October 17th. This forward movement is fully counter-balanced by stories of military preparations in the Transvaal and the Orange Free State.

Her Majesty, in privy council at Balmoral, this morning assented to the calling of parliament, the mobilization of the reserves and the continuance in the army of all soldiers now serving who, in the ordinary circumstances, would be discharged or transferred to the reserves.

Outrages By Boers.

So far as facts go the commencement of actual hostilities between Great Britain and the Transvaal seems no nearer, although it must be admitted an element of danger has risen throughout the British colonies in South Africa by stories of Boer treatment of refugees.

Whether these reports are correct or not, accounts of the outrage upon women and children are having their effect, and are being accepted, in many quarters hitherto incredulous, as confirming the anticipations of savagery that will mark the progress of war.

Burgers Restless.

Dispatches from the frontier are mostly concerning the movements of troops. There are several reports that the Boers are increasing, and restless under restraint and because of the imminent decision made for their welfare. It is said they have threatened either to raid or return to their homes.

Kraager, however, appears to have reiterated his orders, commanding the exercise of restraint.

Almost Face to Face.

The British and Boers are as close together along the western frontier than from Capetown comes the curious statement that many officials of the Transvaal and Orange Free State have sent their families into British territory for protection. Mr. F. W. Reitz, Transvaal secretary of state, has sent his family to Natal, and the family of President Steyn, of Orange Free State, have gone to Cape Colony.

Sufferings of Refugees.

Other Capetown dispatches describe the indignation caused by the assaults heaped upon refugees—travelling through the Transvaal and Orange Free State, and the suffering caused to passengers travelling in exposed trucks by the Boers, and the insults of armed burghers who have prevented famishing travellers from obtaining food, "black-baking" the men and striking women. The appearance of many of the sufferers is said to be deplorable.

The exodus of Cape Dutchmen toward the Transvaal continues. All seem to be smuggling arms across the frontier.

Flying Squadron for the Cape.

The field force for service in South Africa, the war office announces, will commence mobilization next Monday.

It is rumored at Portsmouth that the admiralty will possibly organize a flying squadron for the Cape.

Shocking Stories of Cruelty.

Later.—The Evening News publishes the following dispatch from Capetown: "A representative of the News telegraphs that the barbarous excesses committed by the Boers on refugees have caused a thrill of horror here. In one instance seventy women and children were packed in a cattle truck so tightly that they were unable to sit, and were thus kept side-track for thirty hours without food or water. When they attempted to leave the truck they were driven back with blows. Every train load of refugees brings harrowing accounts of the barbarities of the Boers against Natal, and the family of President Steyn, of Orange Free State, have gone to Cape Colony."

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## Sense and Purity.

Besides using pure drugs and chemicals, we use sense in compounding prescriptions. That is why our business is growing.

## C. H. BOWES &amp; CO., CHEMISTS.

100 GOVERNMENT STREET, NEAR YATES STREET.

"Everything Pertaining to Drugs."

## WEATHER BULLETIN.

Daily Report Furnished by the Victoria Meteorological Department.

Victoria, Oct. 7, a.m.—The area of high pressure has increased, and is central over Oregon, Washington, and the north-eastern portion of British Columbia. Light rain has fallen on the Washington coast and Vancouver Island, elsewhere fair weather prevails.

Victoria—Barometer, 30.35; temperature, 43; minimum, 41; wind, calm; weather, foggy.

New Westminster—Barometer, 30.32; temperature, 46; minimum, 44; wind, 2 miles E.; weather, cloudy.

Nanaimo—Wind, S. E.; weather, rain. Kamloops—Barometer, 30.40; temperature, 38; minimum, 35; wind, calm; weather, clear.

Barkerville—Barometer, 30.25; temperature, 28; minimum, 24; wind, calm; weather, clear.

Nash, Wash.—Barometer, 30.36; temperature, 48; minimum, 44; wind, 4 miles E.; rain, 24; weather, rain.

Portland, Oregon—Barometer, 30.30; temperature, 50; minimum, 44; wind, 4 miles N. W.; weather, fair.

Tacoma—Barometer, 30.38; temperature, 48; minimum, 45; wind, 2 miles S. W.; weather, clear.

San Francisco—Barometer, 30.06; temperature, 54; minimum, 50; wind, 4 miles W.; weather, clear.

## Forecasts.

For 24 hours ending 9 p.m. Sunday. Victoria and vicinity—Moderate winds, partly cloudy, with occasional showers.

Lower Mainland—Light winds, partly cloudy, with showers.

## CITY NEWS IN BRIEF.

Use Blue Ribbon Flavoring Extracts.

LIPTON'S "FINEST" BACON at Jameson's, 33 Fort street.

Have you seen the \$1 per dozen Printed Caps and Saners at R. A. Brown & Co.'s, 80 Douglas street?

You boil potatoes but you brew tea. Do so properly by using the directions on the packets of "HONDI".

At the Herald street mission hall this evening there will be an entertainment consisting of songs, readings, etc. Admission is free and there will be no collection.

Grand display of the latest styles in Millinery at the Sterling, 88 Yates street.

Our last shipment of fall goods has just arrived from the well-known firm of Messrs. Brown & Co., Glasgow, and pressing suitings and patterns.

Have you taken notice to have you inspect them. Our new address, 62 Johnson street, a few doors above old stand. Walter D. Kinnaird, the Cash Tailor.

At the annual meeting of the Grand Lodge, I. O. G. T., met at New Westminster on Tuesday last with a good representation of delegates from the various lodges throughout the province, who gave very encouraging reports of their separate lodges, showing the order to be in a flourishing condition. During the sessions several matters of vital importance were discussed, but it was deemed advisable not to make any changes in the by-laws. The officers elected for the ensuing year are: Grand Chief, Tempier, Dr. Lewis Hall, Victoria; Grand Vice, Tempier, Miss King, Cedar Hill; Grand Past Chief, Tempier, Rev. A. E. Green, Vancouver; Grand Secretary, W. G. Brown, Nanaimo; Grand Treasurer, S. Gough, Nanaimo; Grand Chaplain, G. D. Brown, Kamloops; Grand Marshal, Miss A. G. Verge, Vancouver; Grand Sup. Juvenile Tempier, J. W. Williamson, Chemainus; Grand Elder, Sun, Tempier, J. N. Evans, Sumner; Grand Counselor, Rev. B. B. Langley, Ashcroft. The next place of meeting will be Nanaimo.

"You Yonson," as it will be presented on Tuesday night at the Victoria, is said to be so novel that it is positively refreshing. It is a three act comedy, and it contains a plot of a great deal of merit.

The story of the play is well told and the scenic effects are all that can be desired. The great lo-jam at the end of the second act is one of the best pieces of mechanical stage work that has been presented in a long time.

This year it has been the aim of the managers to better the performance in every way. They have engaged the celebrated Lumbermen's Quartette, and the title roll of the comedy is in the hands of Arthur Donaldson, who has been known as one of the best comic opera baritone in the country. During the action of the play Mr. Donaldson will sing a number of Swedish folk-songs in their original language. As he is a Swede, it is certain that his singing of these songs will be a pleasing feature of the performance. The company includes Annie Mack, Bertha, Beatrice, Norman, R. J. Mack, Clinton, Maxwell, Sidney, Green, George Lund and William Konst.

Superfluous hair removed by electrolysis. Electric Parlors, 114 Yates street.

Ye Old Blue Willow Crochery and other fine patterns just opened and for sale cheap at R. A. Brown & Co.'s, 80 Douglas street.

Three lack loads of Waspette sailors who had overstayed leave were rounded up at the police station this afternoon and enjoyed a ride to Esquimalt, at their own expense.

W. L. Russum, who is charged with stealing a coat, a pair of cuffs, and a watch, was taken to court this afternoon. The case is going on as the Times goes to press.

At the Centennial Methodist church Mock Parliament last evening the government succeeded in carrying a measure granting the franchise to women, after a long and vigorous debate. The vote was 14 to 5.

Antone Perenni, who was arrested as a vagrant a few days ago at the instance of some young ladies who thought the man was loitering to them, was released this morning, the charge of vagrancy failing.

Reduced rates to the East over the Northern Pacific Railroad effective September 12th; the second-class rate to Chicago will be reduced to \$40; second-class rates to all points east of Chicago will be reduced also.—E. E. Blackwood, agent.

There was a goodly number of excursionists to Mount Sicker this morning, passengers being taken by the E. & N. railway to Westholme station, from which point they were conveyed in vehicles to the mine. The party will return by the ordinary train due to arrive at 8 o'clock.

Yesterday was set for a sheriff's sale by tender of the plant of the Daily Globe Printing & Publishing Company, Limited. No tenders, it is understood, were received. Judgment was recorded on Oct. 4th against the Globe in favor of the foreman of the composing room, Wm. H. Cullin, for \$157, and in favor of the Colonist Co. for \$4519.

The funeral of the late Jas. Austin, the street car conductor, took place this afternoon from Hanna parlors and St. John's church. Rev. P. J. Jena conducted very appropriate services. The following gentlemen acted as pallbearers: Messrs. J. Phillips, W. H. Trowsdale, O. Smith, G. Douglas, R. Dewar and E. Bagle.

Seattle Exposition: low rates. Dodwell & Co. announce that a special rate of a single fare for the round trip will be in effect during the Seattle Exposition. Good leaving on Tuesday and Friday mornings, returning on the following Friday and Monday nights. Full particulars can be obtained at Dodwell & Co., 64 Government street.

The Boston Lyric Opera Company conclude the week's engagement this evening with a production of Carmen, said to be the opera in which the strength of the company is seen to the best advantage. Rain interfered considerably with the attendance at the matinee performance to-day. The company goes hence to Portland, Oregon, where they play their last engagement before taking steamer for Honolulu and Australia.

Some of the best local talent have kindly promised to assist in the concert to be given in Sample's hall on Tuesday evening next, under the auspices of the Victoria West Amateur Athletic Association. The programme will contain both vocal and instrumental music, recitations, etc., including a comic farce. The proceeds of the concert are to go towards the new gymnasium and athletic rooms to be erected by the association this fall.

The excursion to Duncan's tomorrow should be largely patronized, rain or shine. Should the day prove unpropitious the Fifth Regiment band and the Victoria orchestra will give the concert in the Agricultural Hall, and everything will be done to provide to the comfort of the visitors. As has already been stated this will be the last excursion of the season, and the very low fare of 50 cents return should induce a large number to take advantage of it. Trains leave at 9 a.m. and 2 p.m.

The death occurred suddenly last night of Mr. O. Warner, an old and respected resident of Victoria West. Mr. Warner had been working at the Star shipyard for Messrs. Bullen, and took a heavy lift, which so seriously affected him that death supervened from heart failure in the evening. He was a native of Piquette, N. S., and had been a resident of Victoria for over thirty years. Deceased was 58 years of age, always enjoyed good health, and his death was a great shock to his wife and daughter.

Hon. David Mills and Hon. Sydney Fisher left last night for Vancouver, where they speak to-night. Thence Mr. Fisher goes to the mining districts, and Mr. Mills to Calgary, where he will be banquipped by the local bar. He is also in request for a number of addresses at different points in the Territories, although it is doubtful if he will be able to accept all of these on account of pressing duties at Ottawa. Mr. J. D. Clarke, secretary to Mr. Mills, is an old newspaper man, well known to and popular among the craft throughout Ontario.

The ladies of the First Congregational church held a very successful sale of work at Temperance hall yesterday. The hall was tastefully decorated with bunting and evergreens; a noticeable feature being the intertwining of the Union Jack and Stars and Stripes at the back of the platform. The bazaar was opened at 2 o'clock by United States Consul Smith with an appropriate address. The ladies had beautiful and artistically arranged tables, on which were displayed a large assortment of useful and fancy articles at reasonable prices. A rapid sale ensued and soon the greater part of the articles were disposed of, thus giving the ladies the satisfaction of knowing that the building fund was greatly augmented by their efforts. High tea was served in the evening, after which an excellent programme was rendered.

Have you seen the goods we give in exchange for the discount coupons given with each purchase of goods. Silver Tea Pots, Sugar Bowls, Cake Stands, Knives, Forks, Spoons, etc., quality guaranteed by manufacturer. Elegantly tinted and colored Water Sets, beautiful Vases, etc. In due season Benjamin glass, just the goods you want. Call and examine them. JOHNS RIOS, 259 Douglas street.

## SHIPPING NEWS.

HAPPENINGS OF A DAY ALONG THE WATERFRONT.

R. P. Rithet & Co. in their monthly freight and shipping report for October say: During the past month there has been a large increase in the supply of grain tonnage, but there are few disengaged vessels, and freights keep fairly steady. Little has been done in the way of moving the wheat crop, the low prices ruling for grain offering little encouragement to exporters, but prices are tending upward, and should an extraordinary place a brisk business would result. Lumber tonnage continues scarce at full rates. Two vessels have been added to the salmon fleet, the County of Cardigan and Senator, both chartered at 40¢.

It is understood, however, that the latter vessel will take what as part of her cargo. We quote rates as follows: Grain, San Francisco to Cork, 35s to 36s 3d; Portland to Cork, 36s 3d to 37s 6d; Tacoma to Cork, as from San Francisco. Lumber: British Columbia or Puget Sound loading, to Sydney, 45s to 46s 3d; Melbourne or Adelaide, 52s 6d to 53s 6d; Port Pirie, 50s to 51s 3d; Fremantle, 49s 6d to 50s; Shanghai, 53s 6d to 55s; Tientsin, nominal; Valparaiso, 1s 0s 5d 3d to 52s 6d; South Africa, 60s to 67s 6d; U.K. or Continent, 75s to 77s 6d. As will be seen from the report, rates have taken a big jump since last quoted. Grain prices are 25 shillings higher, and lumber carriers are asking from 2 to 5 shillings more. Another big Norwegian trawler has been chartered because of the scarcity of sailing vessels to carry lumber to the Far East, the Gernse, which will load lumber on the Columbia for Vancouver, and about 100,000 ft. of another vessel had been added to the salmon fleet, the Clan MacPherson, but inquiry this morning showed that this was an error. The salmon fleet now numbers nine vessels, the Farel, now on her way from Kiao-chow, chartered by Pulling & Co.; the Fraser Falloch, loading on the Fraser for Belcher & Co., she being paid the same rate as the Farel; the Coriolanus, now on her way from Panama, chartered by R. P. Rithet at 37s 6d; the City of Delhi, now loading on the Fraser for Evans, Coleman & Evans, chartered at 40¢; the Cambrian Princess, now on her way from Cape Horn, chartered by Johnson Barnett at 38s 6d; the Kilkenny, en route from Shanghai, chartered by Rithet & Co. at 40¢; the Kirkhill, now loading on the Fraser for Balfour, Guthrie, and the Senator, now on her way from Yokohama, chartered by A. L. Russell, and the County of Cardigan, en route from Anjer, chartered by Turner, Benton & Co. During the month there has been great activity in the coal freight market, freights being steady at 35 per ton. The latest coal charter is the bark Pactolus, now at San Diego, to load at Departure Bay for Honolulu, whence she will sail for Delaware, New York. During the month the steamer Bristol was taken from the coal fleet and went to the steamer Tullius was, however, added. She loads at Oyster Bay.

According to a dispatch received from Melbourne, Australia, the steamer Walkato, which has been a floating demitist about the southern seas for nearly four months with a broken shaft, has been saved. She has been picked up by the steamer Asolun, from London for Fremantle, and is expected to reach the Australian port to-day. The Walkato sailed from London on May 4th for Lytleton, New Zealand, and was for a long time unheard of, until she was spoken on August 2 with a broken shaft. The Walkato is being towed by a steamer which left the same port exactly three months after her departure. She has crossed the Indian ocean from the south coast of Africa since she was last spoken disabled. She is a steamer of 4767 tons, built from Plymouth, and owned by the New Zealand Shipping Company. The Asolun will own a large amount of salvage by towing her to port.

According to the officers of the steamer Victorian, Dodwell & Co. have a flattering offer to sell the Victorian to go to San Francisco for service in the bay there. Dodwell & Co. acknowledge the receipt of such an offer, but state they have no intention of selling the steamer. She is now giving every satisfaction, and as long as the merchants of Victoria and the cities of the Sound give the steamer enough support she will be kept on the run. She made a record for the 28 miles between Seattle and Tacoma on Wednesday, doing the distance in an hour and 28 minutes.

H.M.S. Icarus returned last evening from the Behring Sea. She left Onalaska after the Pheasant, which arrived a week ago, and called at Sitka on the way down. Like the Pheasant she encountered the fury of that mid-September storm in the North Pacific, and had one boat stove in as it hung on the davits. She was badly shaken up, but not seriously damaged.

British ship Waterloo will commence discharging on Monday at Esquimalt. She has 300 tons of naval stores, and will come around to the outer wharf to commence discharging her general merchandise on Wednesday or Thursday. The Langdale will finish discharging to-day.

The big tramp steamer Elm Branch, Capt. C. J. Jeff, arrived at the quay



line, station this morning from Taku, via Shanghai, China, which port she left on September 11th. She went on to Moodyville to load a large lumber cargo for Tientsin.

Steamer Victorian was late in getting away this morning. She loaded 644 sacks of manure for the Giant Powder Co. and 60 bales of wood-pulp for the Hamilton Powder Co. She took out two carloads of salmon and a heavy cargo of general freight.

The schooner seen off the Race yesterday by the Queen City was not a sailing schooner, but the Chinese schooner-junk Springvale, in bound with cordwood.

Steamers Tees and Cottage City are due to-morrow from Lynn Canal points and the Princess Louisa from Naas and way ports.

Barge Skookum returned this morning from Skagway in tow of the Mamie. She was seven days from the Lynn Canal port.

Freighter Selkirk is carrying coal from Departure Bay to the German man-of-war Geier at Vancouver.

Steamer Willapa will sail to-morrow evening for Clayquot and way ports on the West Coast.

D.G.S. Quadra will sail on Monday for a short cruise to the Gulf buoys and lights.

Steamer Islander left Vancouver at 1:35 p.m. She did not wait for the train.

## AN EXCELLENT CHOICE.

Mr. B. R. Atkins's Appointment Given Satisfaction at Revelstoke.

A Times man this morning met a resident of Revelstoke and learned from him that universal satisfaction exists in that place with the selection of Mr. B. R. Atkins, formerly one of the proprietors of the Kootenay Mail, to fill the position of private secretary to Premier Selkirk.

Although Mr. Atkins is no stranger in Victoria, the following brief mention of his career may not be without interest: Born in the south of Ireland about 35 years ago, he travelled in many parts of the world, until he finally settled down in 1888 in Great Falls, Montana, where he remained some time. His first visit to this province was as a representative of the San Francisco Examiner, when he made a tour of the Kootenay country at the time of the silver-lead excitement. Then he was connected for a while with the Nelson Economist, following upon which he established the Kootenay Examiner. He came to Victoria and assisted in the editorial work of the British Columbia Mining Record. Proceeding to Revelstoke, he founded the Kootenay Mail and continued as joint editor and proprietor of that paper until a few months ago.

Always taking a deep interest in politics, Mr. Atkins has for some years been the trusted confidant in Revelstoke of the leaders of the Liberal party, and he rendered valuable assistance in the return of Mr. Bastedo in 1900. He was also prominent in provincial politics and has been a consistent and energetic supporter of the Selkirk party. Holding strong opinions, Mr. Atkins may fairly be considered a champion of the labor interests. As before stated, his selection by Mr. Selkirk for the position of private secretary to the Premier has been received with great satisfaction by Mr. Atkins's friends, who credit him with a very useful and creditable career.

Tasteful studies in Yachting, "Capes," "Jackets" and "Crusts" at The Sterling, 88 Yates street.

## Personal.

James P. Taylor, of Oakland, Cal., is at the Grand.

Rev. W. D. Barber, M.A., returned last evening from Vancouver.

G. A. Hutton was a passenger from Vancouver on yesterday's steamer.

Rev. W. H. Barradough was a passenger from Vancouver on yesterday's steamer.

Rev. W. H. Barradough was a passenger from Vancouver on yesterday's steamer.

Hon. Edgar Dewdney, D. R. Ker and J. B. McKinnon were passengers from Vancouver on yesterday's steamer.

W. P. Marchant, who has been associated with Messrs. T. N. Hibben & Co. for six years, has accepted a position in the office of the registrar of the Supreme court, made vacant by the resignation of D. McElroy.

Rev. Father Althoff officiated this afternoon at the funeral of the infant son of Mr. and Mrs. Alex. McKinnon from St. Andrew's Roman Catholic cathedral.

Rev. Fred Payne conducted the services in connection with the funeral of the infant daughter of Mr. and Mrs. Jas. Townsend, of Cedar Hill road, this afternoon.

Weller Bros. are prepared to best carpets by their effective painting process. Send your orders before the general rush.

W. Beatty & Company, who conducted a fruit business on Yates street, have removed to Vancouver.

Are free from all crude and irritating matter. Concentrated into only Carter's Little Liver Pills. Very small; very easy to take; no pain; no griping; no purging. Try them.

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Winter Suits, Macintoshes, Overcoats, Fur Jackets, P. M. Suits and Soft Hats, etc., etc.

To be cleared regardless of cost.

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## Church Services To-morrow.

St. Barnabas church—The harvest festival services will be continued to-morrow, when there will be holy eucharist 8 a.m., choral matins and the confirmation service by the Bishop at 11 a.m., choral evening with processions 7 p.m. The choir, Rev. E. G. Miller, will officiate. The musical programme is as follows:

MORNING.

Voluntary—The Children's Home—Cowan Processional Hymn—1391 Venite and Psalm—1391 To Deum—144 Anthem—Walk About Zion—Stimper Hymns—137 and 201 Recessional Hymn—379 Voluntary—Festival March—Watson

EVENING.

Voluntary—Adoration—Graham Processional Hymn—382 Proper Psalms—1391 and 159 Magnificat—Kimmens in E. Hymns—382 and 281 Voluntary—Capriccio—Lemaigne Anthem—Praise the Lord, O Jerusalem—Solist, M. Elod.

Recessional Hymn—379 Voluntary—Grand Offertoire—Battiste

St. John's church—To-morrow there will be morning prayer and litany at 11, and evening at 7, the choir, Rev. Fredrick Jones, being the preacher. The musical arrangements are as follows:

MORNING.

Organ—Agnes Dei in F—Mozart Hymns—1391, 174 and 172 Organ—Gloria from 12th Mass—Mozart

EVENING.

Organ—In Native North—Haydn Hymns—1391, 175 and 20 Organ—Psalm in F—Bach

St. Andrew's Presbyterian—Rev. W. Leslie—Clay, minister. Public worship at 11 a.m. and 7 p.m. Sabbath school at 2:30; Bible class at 3 p.m.; Y. P. S. C. E. after the evening service.

Reformed Episcopal—Bishop Bridge will preach in the morning and Dr. Wilson in the evening. Children's service at 3 p.m.

The Rev. Dr. Campbell will occupy the pulpit of First Presbyterian church at both services. Sabbath school and the pastor's Bible class at 2:30; Junior Endeavor, every Sunday morning at 10 o'clock; and Senior Endeavor at 8 o'clock in the evening; Boys' Brigade drill every Friday evening.

First Congregational church—Services at 11 a.m. and 7 p.m. Harvest home service will be held during the day, and special attention will be made in the church. In the morning Rev. F. Payne, the pastor, will preach, the subject being "The Hospitality of Nature." In the evening Rev. M. Barred will preach.

Victoria West Methodist church—Harvest home services throughout the day. Rev. J. Wilson, D.D., will preach at 11 a.m. and 7 p.m. at 2:30 p.m. and the pastor, Rev. J. D. P. Knox, at 7 p.m. Special music will be rendered by the choir at each of the services. The church will be beautifully decorated for the occasion, and every effort is being made to make the services successful in every way.

Metropolitan Methodist church—Rev. J. C. Speer, pastor, 11 a.m. the Rev. W. H. Barradough, M.A., will preach; 2:30, Sunday school and Bible class; 7 p.m. the pastor will preach on the "Twentieth Century Forward Movement." Special union revival services will next week at 3 p.m. and 7:30 p.m.

Centennial Methodist church at the Pomegranate—Rev. W. H. Barradough, B.A., pastor, Rev. J. C. Speer will present the Twentieth Century fund claims at the service in the morning. In the evening Rev. F. Payne will preach with the pastor. Sunday school and Bible class at 2:30 p.m.

Emmanuel Baptist church, Fernwood road and Clifton street—Rev. J. G. Hays, M.A., pastor, 11 a.m. "The Vision of the Puritans"; 7 p.m. "An Essential Preliminary." Sunday school at 2:30 p.m. Y. P. S. C. E. Monday night, 8 p.m. Prayer meeting, Thursday night 8 p.m.

Calvary Baptist church—Pastor, J. F. Vichert, M.A. The pastor will preach at 11 a.m. and 7 p.m.; Monday, 8 p.m. Y. P. S. C. E. missionary meeting, Thursday, 8 p.m., prayer meeting.

The church-elders have resumed their public efforts. A lecture will be given (D. V.) on the first Sunday of each month at 7 p.m. in the A. O. U. W. buildings, on stairs. The interesting Sunday evenings being devoted to an open class where the various topics of Bible revelation will be presented, and opportunity given for all interested to express themselves. Subject for to-morrow evening, "What do the Scriptures Teach Concerning Death?"

Services at the People's Mission, 284 Broad street, at 3 and 7:30 p.m. The subject will be "The Power of Prophecy," showing the future of that power.

Universal Brotherhood, 28 Broad street, Williams Block—8:15 p.m. address, "The Great Grave."

Rev. W. H. Barradough will speak at the Herald street hall at 8:30 p.m.

Home of Truth, 77 Discovery street—Services, 11 a.m. Sunday school, 12:15. Bible interpretations, 7:45 p.m.

We are showing all the latest styles and shapes in American Suits and Waikiki Hats. The Sterling, 88 Yates street.

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R. J. MATTHEWS, 101 Douglas street.

NEW YORK STOCKS.

(Reported by F. S. Taggart & Co.) New York, Oct. 7.—The following quotations are based on the Stock Exchange:

N. & St. P. ....	1244	1254	1244	1245
Union .....	100	100	100	100
Apple Gas .....	100	100	100	100
R. I. & P. ....	1124	1124	1114	1124
T. Tobacco .....	124	124	123	124
S. & F. pfd. ....	61	61	60	61
P. pfd. ....	70	70	70	70

Payne,  
War Eagle,  
Le Roi,

Noble Five  
Dardanelle  
Fontenoy

For quotations, apply at Stock Exchange











## The Third Failure

Time Expired Before the Two Big Yachts Covered the Course.

There Was an Exciting Contest, But Little or No Wind.

Matiny on a Steamer—Several Persons Reported to Have Been Killed

(Associated Press.)

New York, Oct. 7.—A strong northerly breeze was stirring up whitecaps on the upper bay at sunrise. The sky was absolutely clear, a light autumn haze hung over Long Island and State Island shores, and the air was crisp and invigorating. Briefly, it would have been possible to imagine a morning more full of promise for a fine race between the Columbia and Shamrock. At the anchorage and the places of embarkation, however, it was seen that the disappointments of Tuesday and Thursday affected the spirits of yachtsmen and yachswomen, for the number hurrying to join the excursion fleet did not appear to be nearly as large as previous days.

The Shamrock ran up towards the northwest until she could fetch Point Hook, then stood out on the port tack and, as on the two previous days, was the first of the two racers to come out to sea.

The Columbia stopped before reaching the Hook and began hoisting her mainsail.

The Shamrock ran out past the Hook at a lively gait. The wind then still held from the north northeast, and was blowing about fifteen knots an hour. The weather off the shore from the Highlands was very clear, and ships over twenty miles away were plainly visible.

The challenger made the run out from her anchorage to Sandy Hook lightship, a distance of over eleven nautical miles, in 56 minutes. She made the run with only mainsail and jib.

The Columbia made fully as good time, passing Sealight lightship before 10 o'clock. The wind at that time was holding true and strong, and there were indications it would continue throughout the day and enable the boats to have a good race.

After reaching the lightship the Shamrock eased off her sheets and stood to the south, and her crew began to make ready the club topsails for hoisting. Behind the Columbia were half a dozen revenue cutters and a number of steam yachts, and as the two yachts reached the lightship the first of the excursion fleet appeared heading down the channel.

As the time for the start approached the wind seemed to decrease, and at 10:40 was not blowing much over 12 knots.

Course and Time.

New York, Oct. 7.—The programme for today's races is as follows:—Course—Fifteen miles to windward and leeward and return. Starting point, Sandy Hook lightship.

Times allowance—431-100 seconds to the Shamrock. Time limit, five and one-half hours, exclusive of time allowance.

Weather forecast—Fair, with brisk northerly winds, diminishing in force in the afternoon, good stiff breeze in the forenoon.

Race Bulletins.

No. 1.—Mackay-Bennett cable boat, 10:15.—It is an ideal day for the race. The wind is north northeast and is blowing 15 knots.

No. 2.—Highlands off Navesink, 10:50.—The wind is dying out slowly.

No. 3.—11:15.—The boats are jockeying for position.

The Start.

No. 4.—11:21.—The Columbia crossed the line at 11:20:30. The Shamrock at 11:20:50. The wind has fallen to about 8 knots.

No. 5.—11:27.—The yachts are having a little luffing match in which the Shamrock seems to be getting the best of it, and appears to be drawing up on the Columbia.

Shamrock Ahead.

No. 6.—11:28.—The luffing match was very hot and the entire excursion fleet to westward of the line is having a hard time to get out of the way. Boats standing toward this point, Highland. Within a minute after the start the Shamrock blanketed the Columbia, took the wind from her, and at 11:28:30 was a length to best of her.

No. 7.—11:31.—The yachts have sailed about a mile on the course and the Columbia is still ahead. The wind is now northwest.

No. 8.—Cable boat.—The official starting time is given as follows: The Columbia 11:21:02; the Shamrock 11:21:19.

No. 9.—11:47.—The Columbia has made up her loss and is now ahead. Both have gone from two and a half miles to three miles. The Shamrock has much trouble with her spinnaker, and men are sloff fixing it. The Columbia is gaining each moment and is about one-eighth of a mile ahead.

No. 10.—Highland, 11:47.—During the last five minutes the Columbia has drawn away from the Shamrock, but the race is very close.

No. 11.—Cable boat.—11:48.—The Shamrock partly hauled in her spinnaker and then reset it. She now has it drawing well.

Columbia Now Leading.

No. 12.—Highland, 11:51.—The Shamrock seems unable to catch the Columbia and the latter is gradually drawing away. Wind about four miles.

No. 13.—11:55.—The Columbia leads by about a minute and a half and is pulling away from the Shamrock.

No. 14.—12:03 p.m.—During the last few minutes the Shamrock has caught a better breeze and seems to be gaining slightly on the Columbia.

No. 15.—12:09.—The Shamrock now

appears to be on nearly even terms with the Columbia.

No. 16.—12:10.—The Shamrock has blanketed the Columbia and is passing her on the starboard side.

Clester Seamaniship.

No. 17.—12:11.—The Shamrock is almost abreast of the Columbia. The yachts are sailing side by side and the contest is exciting.

No. 18.—12:13:13.—The Shamrock has passed the Columbia to the starboard and is now the leader.

No. 19.—12:13.—The boats have sailed about 5 miles of the course, during which time the Shamrock has overcome the Columbia's lead, which was at one time nearly a quarter of a mile.

Shamrock Takes the Lead.

No. 20.—Galilee, 12:23.—The Shamrock still seems to be outfooting the Columbia.

No. 21.—Highland, 12:45.—A range of the yachts from this point showed the Shamrock to be three minutes and forty seconds ahead of the Columbia. As the boats are running away and as the Shamrock is considerably to the starboard, the actual distance is probably a little less.

No. 22.—Long Branch, 12:48.—The Shamrock passed here at 12:47, the Columbia 12:47:50.

No. 23.—Ashbury Park, 12:54.—The Shamrock has just luffed and changed her course towards the stake boat, she being more in shore than the Columbia.

No. 24.—Cable boat, 1:05.—Both boats are now evidently running for the mark. With the wind at its present rate and direction, it appears from here the boats cannot finish within the time limit.

No. 25.—Ashbury Park, 1:33.—The boats are not over 75 yards apart. The Columbia has blanketed the Shamrock.

Turning the Mark.

No. 26.—Highland, 1:36:1.—As the boats turned the outer mark the Shamrock seemed to be a length or two in the lead.

No. 27.—Ashbury Park, 2:22.—The boats are heading toward each other. The Shamrock is out to sea on the port tack, and the Columbia is standing in shore on starboard tack. It looks as if the Columbia had gained by standing off shore.

No. 28.—Long Branch, 2:35.—The Columbia appears to have a slight lead, but the excursion fleet obstructs the view from here.

No. 29.—Mackay-Bennett steamer, 2:37.—If the wind does not materially increase it will be almost impossible to finish the race in the time limit.

No. 30.—Long Branch, Official time at the turn: The Shamrock, 1:36:25; the Columbia, 1:36:34.

No. 31.—3:05.—The Associated Press dispatch boat, which is nearing the shore here, signals "Shamrock ahead."

No. 32.—Long Branch, 3:21.—The Columbia now appears to have a small advantage, and if the wind holds it may be able to finish in the time limit.

No. 33.—Highland, 3:21.—The Columbia, being farther seaward, has considerable more wind than the Shamrock, but the latter is pointing up better. The yachts have now one hour and 30 minutes to finish.

No. 34.—3:34.—The wind has shifted to the northeast, striking the Columbia, and she now seems to have a decided gain on the Shamrock.

Columbia Again Ahead.

No. 35.—3:26.—The dispatch boat of the Associated Press has just signalled "Columbia ahead."

No. 36.—T. Ellis, 3:45.—The Columbia, off Galilee, homeward bound, is leading the Shamrock by a quarter of a mile.

No. 37.—Cable boat, 3:51.—Many of the New York Yacht Club's boats are returning, as the race is apparently off. The time limit expires at 4:52, and the yachts cannot possibly make it, being now seven and a half miles from the finish and beating against the wind.

Change Positions.

No. 38.—Long Branch, 4:10.—Three dispatch boats, the Wanda, Nichols and Yamoos, displayed signals "Shamrock ahead."

No. 39.—Long Branch, 4:18.—The boat Nichols now signals "Columbia ahead."

No. 40.—Galilee, 4:19.—The yachts are now so close that the Shamrock's topsails shades on the Columbia's mainsail.

The Race Off.

No. 41.—Highland, 4:31.—A gun has just been fired on the committee boat, and it looks as if the race had been called off.

No. 42.—4:32.—The race is off.

No. 43.—Highland, 4:39.—The Columbia, from here, seemed to be about one length ahead when the race was declared off. They were 100 miles from the finish.

Muting and Death.

New York, Oct. 7.—The Philadelphia excursion steamer Georgiana, which was reported returning from the races with two passengers at halfmast, has just passed the battery. Her captain shouted to the police boat, near by, that there had been mutiny on board and several people had been killed.

Police assistance was called and is hurrying to Pier 6, North river, where the boat will land.

Later it is rumored that no one on the Georgiana was killed, but that a number of persons were injured. The trouble arose from the fact that a crowd of gamblers had control of the boat, and instead of going to see the yacht race, the boat was headed to sea and an attempt made to fleece the passengers, who rebelled and a riot ensued.

MRS. TODD TO BE DEPORTED.

(Associated Press.)

Washington, Oct. 6.—The commissioner of immigration is in communication with General Shafter, with a view of securing passage on a transport for Mrs. L. M. Todd, a leper, whom it is intended to deport to the island of Molokai.

The British consul-general at San Francisco became interested in Mrs. Todd's case and protested against deporting her. He was asked to make provision for her care and isolation in Canada or elsewhere, but declined to do so and the treasury department to-day directed the immigration commissioner to proceed under his previous instructions to secure passage for Mrs. Todd on some transport.

Let the world have whatever sports and recreations please them best, provided they be followed with discretion.—Berton.

## Guilty of Manslaughter

Jury's Unanimous Verdict in the Trent River Bridge Case.

Union Colliery Company Responsible—Sentence Reserved—Appeal to Be Taken.

After a hearing extending over four days, the jury in the case of the Trent River bridge, which collapsed last night, returned a verdict of manslaughter against the Union Colliery Company.

The jury, which was composed of twelve men, returned their verdict after a deliberation of about two hours.

The evidence given yesterday afternoon was as follows:

Andrew McKnight, master mechanic of the Union Colliery Company, was called. On the Saturday previous to the accident he had taken the place of Engineer Walker. On Saturday, the 13th of August, McKnight drove an engine, hauling a train six times over the bridge, and three times the train was loaded. He noticed nothing wrong with the structure, and ran onto it under full steam.

Cross-examined by Mr. Maclean, witness was asked if steam had not been shut off as the engine went over the bridge. McKnight admitted that the condition of the engine indicated that probably steam had been shut off before the train went through.

McKnight contended that the ties would not have been bunched up in the crash unless something from the train had torn them loose and carried them down and on to the Union wharf side.

Mr. Maclean endeavored to show that the train had carried them down. The question involved the theory of a broken axle causing the falling of the bridge.

The witness then went into the weights of engine, tender and coal cars. The engine and tender weighed 170,000 pounds, and a coal car, 53,000 pounds. On the driving wheels 88,000 pounds rested.

On redirect examination by Mr. Pooley, witness asserted the ties were in their proper place under the rails, after the accident.

John Howe, track foreman of the company, said his duty was to go over the track every day and see if it was all right. He had gone over the track and bridge the day before the accident, but on the morning of the 17th he did not inspect the track because he was laid up. When asked if the train came on the bridge at full steam, he replied that the steam was on until it struck the span.

Questioned by Mr. Maclean, witness admitted that it was no part of his duty to look after the bridge.

The last witnesses called were John Rindberg, a bridge carpenter, and Mr. H. P. Bell, an engineer of some thirty years' experience, and engineer of the Union Colliery Company. He had voluminous notes on the tensile strength of bridge timbers, and an array of scientific deductions explaining his conclusions as to what caused the Trent bridge to collapse. He emphatically asserted rotten timbers were not at fault. It was most unusual conditions he declared that brought about the wreck. He produced figures to show that, from the manner in which the broken timbers fell, the impact of the heavy train caused one of the end beams to drive the truss in.

The witness dealt largely with the theory of the break, but was not prepared to say what force drove the beams of the bridge to crush the structure generally. Among other things Mr. Bell stated that an impact of 850 tons, going at a velocity of two miles per hour, for example, would wreck the safety of the company and look after the safety of their workmen. Mr. McLaughlin, in his evidence, had testified that all the braces and bearing rods were intact. Had the train come through the bridge by depression these would have been broken.

The scientific dissertation was stretched out to great length. Mr. Bell consulted a book of notes constantly to expand his statements.

When he had reached a pause, Mr. Justice Walker rather humorously asked him to explain what he was talking about to the jury. Mr. Bell then went into more detail by blackboard illustration.

"Was it possible," was asked by his counsel, "for a broken axle to have caused the accident?"

"I do not think so. How the accident occurred or as to where, the force originated that drove the truss in I cannot say. Based on scientific facts and from my observation of the wreckage, I am convinced it was a most extraordinary happening."

"Did you ever hear of such an accident as you have set forth?" asked the foreman of the jury.

"I have never read of one or ever saw one."

"What would you judge to be the condition of a bridge having five-eighths of an inch deflection?"

"I would consider, if good. It is a moderate deflection."

"How about a deflection of three-fourths of an inch one year after?"

"It would show the deterioration is slow."

Mr. Bell said the bridge should have been just as able to stand a strain on the day of the accident as on any other day if untoward conditions had not arisen.

Mr. Maclean began the cross-examination by trying to show some of Mr. Bell's theories about wrecked bridges were at variance. In this operation he was shut off by constant objections by the defence. The Point Ellice bridge catastrophe was cited, and Mr. Bell was asked his theories as to what caused that structure to let a car go through it. Mr. Bell said he did not know, and later he added that the cases were far different.

"Mr. Bell," said the deputy attorney-general, "is there any reason why a bridge should not fall on the third day because it stood up on the two previous days?"

The witness said he did not know.

Mr. Duff raised objections to Mr. Maclean's mode of procedure, alleging

the prosecutor was trying to influence the feelings of the jury by referring to the Point Ellice affair.

Mr. Maclean tried another tack, but Mr. Bell stoutly maintained that his scientific reasoning satisfactorily explained the cause of the disaster.

"A bridge must fall sometimes if it is rotten, mustn't it?" sarcastically inquired the Crown's counsel.

"I suppose so," was the answer.

The redirect examination was devoted to the durability of certain wood and the length of life of ordinary bridge kept in good repair. Mr. Bell thought the Trent bridge good for three years more if it had received the usual care bestowed on railroad bridges. Mr. Bell then explained his map of the stress strains of the bridge, and this closed the case for the defence.

Mr. Pooley said they would like time to consider the evidence in order to address the jury. Mr. Maclean had no more witnesses to call, and therefore all being agreeable, an adjournment was taken until this morning.

TO-DAY'S PROCEEDINGS.

Argument of counsel was commenced this morning by Mr. Pooley, who, addressing the jury, pointed out that the bridge was examined in 1890 and in 1897, and it was all right. The deflection of the bridge was found in 1890 to be five-eighths of an inch, and the structure was reported to be safe until the summer of 1899.

The report was made to Mr. Little, who took steps to remedy the bridge. The summer of that year, and at the time of the accident the laying of the foundations was in progress.

The bridge was tested again in 9th August, 1898, and a deflection of three-quarters of an inch found. This was eight days before the accident.

The general opinion was that the bridge was the limit of life of such timbers, but Mr. Bell stated that the Chicago, Minneapolis & St. Paul RR. had the first in general use in structures, and the life of the wood was put at twelve or fourteen years. The omission of the section man in charge of the bridge to take the morning was due to his having fallen from a bridge, and put out four of his ribs.

Coming to the accident itself, Mr. Pooley referred to the evidence of Messrs. Walker and Bell, and to the discrepancy in their description of it. They testified to more cars being on the span at the time of the accident than could possibly have been there. It might drive in the upper but not the lower ones? Why was it necessary to resort to this extraordinary reason for the catastrophe, that the bridge went down in the centre because of the rotten timber in it. What was Mr. Keefe's evidence, an engineer of long experience with bridges? He stated he would condemn a bridge with such timbers at it, immediately.

The defendants did not exercise proper care for the safety of their people. Why didn't they have a competent engineer to examine that old bridge. No one but a bridge carpenter looked after it. He admitted his results to Mr. Little, the manager of a mine—both utterly incompetent to pass upon a bridge. Do other lines act in such a way? The company was guilty of gross negligence. In 1895 some men from the E. & N. went up and bored some holes and said the lower cords were pretty good, but they found them rotten. The result being submitted to a competent engineer the bridge would have been condemned. In 1895 Mr. McLaughlin bored and found four inches of rot in some of the timbers, and after reporting to Mr. Little stated it would be better to abandon the bridge after one more summer. Afterwards, he said he had made a mistake. He meant three more summers, which would carry them beyond the accident. A very peculiar mistake surely.

Mr. Laughlin's testimony he did not attach much weight to, as he was obliged to swing the evidence out of him. It even took half an hour for him to identify the timbers he had assisted in sawing. There was no examination after 1896 of that lower cord, which was allowed to remain two years longer although rotten in the year named.

Then as to the deflection mentioned, there was no evidence to show what weight caused it. Old timber, too, would not deflect, but would break. The test was made by one, and another evidence that the company was not taking the care they should have taken of their structure. Mr. Pooley the company's engineer, said the cords were unsafe.

In conclusion, Mr. Maclean said the company was guilty of great negligence in not having the bridge examined every year, instead of leaving it practically untouched from 1896 to 1898. As men of common sense the jury were asked to say what caused the accident.

Mr. Pooley referred to a slight variation in the evidence of Mr. McLaughlin, and then asked his Lordship in charging the jury to instruct them that the principals are not responsible for the acts of their agents, and that there must have been some willful intentional neglect. Counsel quoted from some English decisions, and his Lordship said he would read the quotations to the jury.

THE CHARGE.

His Lordship in summing up expressed satisfaction that the decision of upon whom the responsibility for the accident lay was in the hands of the jury. He complimented the counsel in the case for the manner in which they had presented a conviction, had not depended on the passions or sympathies of the juryman, and the counsel for the defence had certainly done their work ably and well.

On the question of negligence, his Lordship had a volume of 1200 pages dealing entirely with that legal phrase. He quoted the definition of one of the most learned judges, who ever sat in Westminster Hall which was that negligence "is the absence of care, according to the circumstances."

Without reviewing the whole of the evidence, his Lordship referred to several points in that given by the expert witnesses. He had been surprised that the life of Douglas Fir was not longer than that of native wood. It was Mr. Keefe's opinion that a bridge constructed of Douglas Fir was not to be depended on after six years. Mr. Bell held a contrary opinion. The timber produced noke for itself; it was rotten. The defence said they had taken all possible precautions, and examined the structure in October, 1897, and August, 1898. It was true they found by the test of deflection that the bridge deflected one-eighth of an inch more at the latter date than at the former, but that would seem to prove that the timber had some vitality or it would have snapped instead of deflecting.

Arshin defining the omission of what constituted negligence, his Lordship said that every one who has in charge or un-

der his control anything whatever, whether animate or inanimate, which by the absence of precaution or care may endanger human life, is under a legal duty to take reasonable precautions against such danger, and is criminally responsible for the consequence of failure to do so without lawful excuse.

The jury were instructed to deal with the matter with the same seriousness as if an individual, or three or four individuals, were arraigned in the dock on the charge of manslaughter, the next crime to murder. The loss of life was lamentable, and it was the duty of the jury to decide the matter fairly as between the Crown and the subject.

His Lordship submitted the following question to the jury for their answer: Did the defendant company neglect to take reasonable precautions and to use reasonable care in maintaining the trust bridge which fell as stated in the indictment while a locomotive and tender and some coal cars were in the act of running upon it, the result of the accident being the death of six persons who were on the train?

The jury retired at 12:30 to consider their verdict.

After the jury had been in consultation for an hour his Lordship had them called into court and as they had not reached any conclusion ordered that lunch should be provided for them, and adjourned the court until 3 o'clock.

THIS AFTERNOON.

At 3 o'clock his Lordship ascended the bench and requested the newspaper reporters to take notice of the fact that he had instructed the jury that in giving their verdict they were to bring in an answer of yes or no, and of guilty, or not guilty.

The jury being called in the forenoon announced that they had unanimously agreed upon a verdict of "guilty."

The jury were then discharged. Mr. Pooley gave notice of his intention to move in arrest of judgment, and asked permission for a case stated, all points being reserved.

His Lordship postponed judgment until Full Court has decided on the reserved case.

TRANSPORT'S STORMY PASSAGE.

Over Three Hundred Mules Killed on the Voyage to Manila.

(Associated Press.)

Manila, Oct. 6.—The United States transport Siam, which left San Francisco on August 29th with upwards of 320 mules, arrived this morning and reported only nineteen mules left. The Siam, which left Honolulu 31 days ago, encountered typhoons early this week. One lasted forty hours. Most of the forage, which was on deck, was swept overboard, all boats were smashed and the steamer rolled tremendously, although the officers made every effort to keep her about. The mules were hurled from side to side, frightfully mangled and disembowelled. Legs and necks were broken, and the wretched animals fell in such a confused mass that the attendants were unable to relieve them. In the meantime the deck load was washed off. When the storm abated the injured animals were killed and the carcasses thrown overboard. When the Siam arrived here her propeller was high out of the water, and the wrecks of her boats were hanging from the davits.

Knives sell well throughout the whole of Segual. Those most in demand are those with a double Turkish blade, called Gerdas. Their price is about 80 cents per dozen. They are generally packed in cardboard boxes of 24.

DIED.

WARNER.—At his late residence, Alston street, Victoria West, on the 7th inst., Orlando Warner, aged 58 years, and a native of Poughkeepsie, Nova Scotia.

The funeral will take place from the above address at 2 p. m. Monday, the 9th inst., and at 2:30 from St. Xavier's church.

Friends will please accept this intimation.

POWERS.—In this city, on the 5th inst., Michael Powers, a native of Massachusetts, U. S. A., aged 40 years.

The funeral will take place to-morrow (Sunday) at 2:30 p. m., from Hayward's undertaking parlors, Government street.

Friends will please accept this intimation.

Arshin defining the omission of what constituted negligence, his Lordship said that every one who has in charge or un-

## PUBLIC MEETINGS

MEETINGS OF RATEPAYERS WILL BE HELD

At Semple's Hall, Victoria West, on Thursday Evening, October 12,

At Johns Bros.' Hall, Douglas St., on Friday Evening, October 13,

At Oddfellows' Hall, Spring Ridge, on Monday Evening, October 16,

TO DISCUSS THE

Railway Project—Victoria to Chilliwack

Chair taken at each meeting at 8 p. m.

COME ALONG EVERYBODY

WITH YOUR

Freight for Dawson

We are open to receive freight for Dawson and way ports. We have carried most of the freight to Dawson this year, and without any accidents. We will ship freight from Lake Bennett